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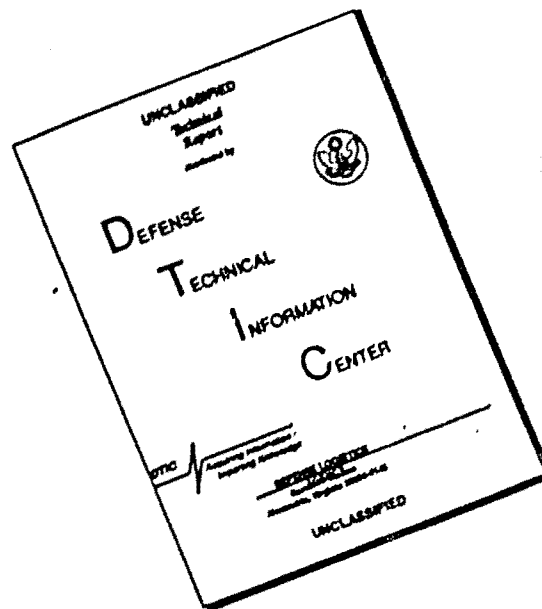
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WASHINGTON, D.C. 20310

FOR REFERENCE TO  
AGAM-P (M) (17 Apr 68) FOR OT RD 681168

24 April 1968

AD 33

SUBJECT: Operational Report - Lessons Learned, Headquarters, 8th  
Transportation Group, Period Ending 31 January 1968 (U)

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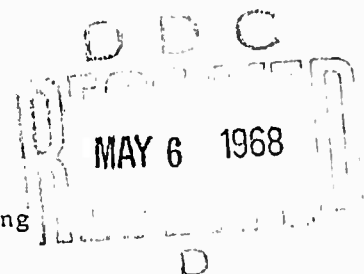
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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 8TH TRANSPORTATION GROUP (MOTOR TRANSPORT)  
APO 96238

AVCA-QN-TG-3

15 February 1968

SUBJECT: Operational Report for Quarterly Period Ending 31 January  
1968, (RCS CSFOR - 65) (UIC WFN3TO)

TO: See Distribution

SECTION I  
SIGNIFICANT ORGANIZATIONAL ACTIVITIES

A. COMMAND:

1. The 8th Transportation Group (Motor Transport) engaged in operations during the entire ninety-two (92) days of the reporting period.

2. Effective 12 November 1967, the 83th Transportation Company (Light Truck) and 28th Transportation Platoon (Light Truck) were attached to the 124th Transportation Battalion (Truck).

3. The Company Headquarters and one Truck Platoon of the 585th Transportation Company (Medium Truck Cargo) were transferred to the 80th General Services Group on 15 January 1968. The remaining two platoons were attached to the 2nd Transportation Company (Medium Truck Cargo).

4. Assignment:

a. Lieutenant Colonel Jack C. Utley assumed command of the 54th Transportation Battalion (Truck) VICE Major Joseph C. Buckman on 3 November 1967.

b. Lieutenant Colonel John A. Johnson assumed command of the 124th Transportation Battalion (Truck) VICE Major Joseph F. Jasinski on 25 November 1967.

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5. The following is a list of units attached to the 8th Transportation Group (Motor Transport):

- 27th Transportation Battalion (Truck)
  - 2nd Transportation Company (Medium Truck Cargo)
  - 58th Transportation Company (Light Truck)
  - 444th Transportation Company (Light Truck)
  - 505th Transportation Detachment (Trailer Transfer Point)
  - 520th Transportation Detachment (Trailer Transfer Point)
  - 597th Transportation Company (Medium Truck Cargo)
  - 585th Transportation Company (Medium Truck Cargo) (-)
- 54th Transportation Battalion (Truck)
  - 57th Transportation Company (Light Truck) (-)
  - 512th Transportation Company (Light Truck)
  - 523rd Transportation Company (Light Truck)
  - 666th Transportation Company (Light Truck)
  - 669th Transportation Company (Light Truck)
- 124th Transportation Battalion (Truck)
  - 28th Transportation Platoon (Light Truck)
  - 64th Transportation Company (Medium Truck Cargo)
  - 88th Transportation Company (Light Truck)
  - 563rd Transportation Company (Medium Truck Cargo)

### B. PERSONNEL, ADMINISTRATION, MORALE, AND DISCIPLINE:

1. During the reporting period, the 8th Transportation Group (Motor Transport) was understrength an average of 226 persons.

2. No significant variation of morale or discipline was noted. Morale was high and disciplinary problems were few.

### C. Operations:

1. During the reporting period, task vehicles of this command traveled 4,448,268 miles hauling 305,971 tons of cargo, 2,180,868 gallons of POL, and 4,560 passengers. Expressed in ton-miles the 8th Transportation Group achieved 16,200,144 ton-miles while additionally moving the above POL and passengers.

2. During the Battle of Dak To, the bulk of transportation assets were committed to Dak To. Effectively, the line haul distance was increased by 50% causing an increase in the turnaround time and a corresponding decrease in daily forward movement of cargo originating in Qui Nhon. In order to aid the overburdened transportation system resulting from the increased requirement for combat essential cargo to front line tactical forces, transportation resources consisting of vehicles and/or drivers were diverted to the 8th Group to help

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support the line haul mission. The diverted resources added 1,627 vehicle days to the capability of the Group. The effect of the attached personnel and vehicles was to reduce the number of driverless vehicle days and the number of shortages experienced in the preceding reporting period.

3. Many problems were met and solved in the usage of the attachments. Several vehicles that were attached were found to be in a poor state of maintenance and were not "roadworthy" for line haul mission. In numerous instances, drivers were found unqualified to drive the vehicles, for example, some reported with drivers licenses dated the day of the levy, some were not licensed to drive, and some had insufficient driving experience. Although the levies were for short time periods, driver training and testing was conducted to qualify as many as possible. The time period allowed for processing and training those that were trained but still did not demonstrate the qualifications for line haul driving dictated by 8th Group standards were utilized in a security role for such positions as machine gunners or in a night driver-maintenance role to release qualified 8th Group driver personnel for line haul purposes. Further, TDY/loan driver personnel were an added burden on Group and units administrative and disciplinary efforts.

4. Another method used to bolster the line haul capability was to release RORO trailers in the Qui Nhon area for line haul use. This had the effect of increasing the trailer fleet. Also, to facilitate unloading and turnaround a temporary truck terminal was set up at Dak To. Personnel to man the terminal were supplied by the Group.

5. On 30 December 1967, the line haul requirements to An Khe consignees were transferred to the 541st Transportation Company (Light Truck), An Khe Sub Area Command, in an attempt to further bolster the overall SUPCOM line haul performance. However, unit moves, remain the responsibility of 8th Group.

6(C) During the reporting period, the 8th Transportation Group experienced seven ambushes on highway # 19. The results of the ambushes are as follows.

Friendly KIA 7, WIA 39

Vehicles Damaged 35

Enemy KIA 56, WIA 5

The high enemy casualty rate is believed to be directly attributed to the "hardened convoy concept" developed as a result of the 2 September 1967 ambush. Basically, the concept provides for a march unit consisting of a  $\frac{1}{2}$  ton gun/radio truck and ten task vehicles. In addition,

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concept includes for one truck mounted Quad-50 per serial. In the initial concept the gun truck was to serve as a fire base and to draw enemy fire while giving the cargo vehicles a chance to clear the kill zone. During the first ambushes the gun trucks were the first vehicles fired upon. However, their effectiveness proved so great that during later ambushes the gun trucks were allowed to pass through the kill zone and cargo vehicles were attacked. It is significant to note that the presence of security forces at the scene of an unsprung ambush is not necessarily a deterrent to triggering the ambush. In two instances, security forces were within 200-300 meters of the ambush site. Also, the enemy has not always used a good ambush site. He has attacked from relatively flat areas. He has used piles of debris left in clearing a 100 meter strip on either side of the roadway.

7. In addition to ambushes, the Group has been subject to numerous mines and sniper activities on the road. There were 11 sniper incidents and 8 mining incidents during the reporting period. In addition to hostile actions directed against the Group, instances of blown bridges, mining and other activity directed against other personnel using the LOC's have caused the roads to close from a few minutes to all day depending on the severity of the activity. The closures often result in vehicles and personnel being "locked-in" at destinations. It is difficult to calculate the number of potential tons lost as a result of these activities, but it would be in the thousands of tons.

8. From 17 December 1967 to 24 December 1967, this unit was engaged in moving the 11th Light Infantry Brigade from Qui Nhon Port to Duc Pho. The move involved approximately 1170 vehicles moving approximately 1200 troops and 4465 short tons a distance of 83 miles. The Group was responsible for establishing a marshalling area for convoys ranging from 150 to 270 vehicles; coordinating and arranging for a staging area for unit vehicles and equipment; providing for the sandbagging (under and behind seats and on the floorboards of cabs) of approximately 600 vehicles; and providing command, control and security vehicles for the convoys.

9. Beginning 29 October 1967, the 8th Transportation Group was committed to transport ammunition for the Capitol Hill Republic of Korea Infantry Division to Song Cau. Because of an acute driver shortage, arrangements were made to utilize ROK personnel to drive ten 5 ton cargo vehicles in support of the ammunition requirement. The program was initiated and twelve ROK drivers were billeted with the 54th Transportation Battalion, tested in accordance with army regulations, and issued a US Government Motor Vehicle Operator's Identification Card for the period of the operation. All vehicle operations were in accordance with Group regulations and SOP's. The initial operation ran two and one-half weeks and proved successful. In December, ROK personnel were used again and this time the program lasted three weeks and involved nine 5 ton cargo trucks. Again the operation was carried out successfully.

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10. In November 1967, a plan was developed by Qui Nhon Support Command to commit fixed tonnage on a daily basis. This tonnage was known as a "Transportation Slice." The intent of the slice was to give the Group approximately 1000 tons of cargo daily which could be loaded before any priorities were available and was meant to be partial solution to the problems associated with the development of commitments on a daily basis. The "Slice" remained in existence for only a short time because it was quickly discovered that the scheme would not work without the development of a movements program and the needs of the customer were computed on a daily basis.

11. A conceptual program was developed during the reporting period, but it has not yet been implemented. It is considered that only through the use of a movements program will full and efficient utilization of transportation resources be possible.

12. On 6 December 1967, Qui Nhon Support Command published a convoy operation regulation. As a result, the Group was given the additional mission of exercising operational control of all USARPON, DMH line haul unit convoys operating south to Cam Ranh Bay, north to Duc Pho, west to Pleiku, and destinations north, south, and west of Pleiku.

13. The initial degrading factor of Group capability as compared with TO&E standards is the average number of trips per vehicle made on a daily basis. Listed below are the average trips per vehicle per day in the various types of commitments:

Port and Beach Local	2.0
Port and Beach Line	0.8
Local Haul	3.5
Line Haul	0.8

For planning purposes, it is considered that the average trips per vehicle per day should be 1.0 in line haul and port and beach line haul. This takes into consideration effects of enemy activity and the lack of movement programming.

### D. Training and Operations:

1. Due to the increase of enemy activity during the reporting period, a corresponding emphasis on actions to be taken to counteract the effects of these incidents was demonstrated in the training program. Visual aids in the form of charts depicting results of ambushes and appropriate "Lessons-Learned" by Group personnel during ambushes were constructed and distributed to subordinate units. Actual photographs lent realism to these charts.

2. Although range facilities continue to be limited, subordinate

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units have met weapons familiarization requirements. In addition, these ranges were used to familiarize and qualify personnel with the M-'6 rifle in anticipation of its receipt by this command.

3. Gas chamber exercises were conducted by this command during the reporting period.

4. A drivers training program continued to be conducted within this command to properly train and orient newly arrived personnel to the environmental conditions of Viet Nam and the lines of communication traveled by this organization.

### E. Intelligence and Security:

1. The extensive LOC traveled by this command continues to provide a source of intelligence data. Information concerning road and bridge conditions, suspected enemy locations and anticipated enemy activity is passed to convoy commanders on a daily basis.

2. Increased enemy activity was directed against units within the Sub-Installation area of responsibility of 8th Group - particularly toward the end of the reporting period. These incidents have taken the form of sniping and mortar attacks resulting in US personnel and equipment casualties. A high state of readiness to counteract these incidents is maintained by units located within the Group's area of responsibility.

### f. Logistics:

Since last reporting period there has been an ever greater decline in the issue rate of primary mission equipment. This is especially true with the Truck Tractor 5 ton M52 series and the Semi-Trailer Stake and Platform 12 ton M127 series. The high wash-out rate for these vehicles in Vietnam and non-available replacement ratio appears to be the primary cause of this problem. At the close of this reporting period this command is short sixty-eight (68) Semi-Trailers 12 ton and eighty (80) Truck Tractor 5 ton. These shortages hamper the Group's mission performance in that the high wash-out rate coupled with non-availability of replacement vehicles reduces tonnage capability. Requisitions for other supplies and equipment are being filled at the normal rate.

### G. Maintenance:

1. During November 1967, the program to armor plate forty (40) M35A2 trucks was completed. Subsequently, it was noted that, in addition to the armor plate, pedestal mounts for the M-60 machine guns were required. To date, thirty (30) M35A2 trucks have two (2) each pedestal mounts installed. The mounts are welded to a sheet of steel approximately three feet by three feet and weighted down with sandbags. Also, the armor plate located immediately in front of the mount is seven (7) inches lower than the remaining armor plate. Additionally, sandbags are placed behind the

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plate at the same height and width, to offer additional protection to the gunner. These sandbags are secured through the use of wood cribbing.

2. Additional armor plating within the 8th Group is planned with an objective of five (5) "gun trucks" per company and two (2) for separate platoons, also seven (7) M151A1C's "gun jeeps" per company to be equipped with machine gun mounts and armor plating is planned. The completed program will include armor plating the cabs of all task vehicles. The priority for armor plating is:

- a. M35A2 - Gun Trucks
- b. M151A1C - Gun/Radio Jeeps
- c. Task vehicle cabs

3. The use of  $1\frac{1}{2}$  ton trailers to haul heavy cargo, such as ammunition, has resulted in an increase in organizational and support maintenance. The  $1\frac{1}{2}$  ton trailer is not sufficiently durable to withstand the shocks encountered on rough roads.

4. In an effort to find a satisfactory means to secure cargo on the 12 ton semi-trailer and, at the same time, eliminate the costly damage to trailer sideboard assemblies, a semi-trailer has been equipped with hinged sideboards and tailgate. There are two sideboards on each side, 172 inches wide and 16 inches high. The tailgate is also the same height. Each sideboard can be easily raised or lowered by one man, thus eliminating the damage that is frequently caused by fork lifts in removal of the standard sideboard assemblies. This trailer has been placed in regular service, for test purposes, for an indefinite period. During this time, a weekly condition report is submitted. If proven successful, it will be the subject of an EIR (Equipment Improvement Report).

5. The adverse effects of heavy dust condition on maintenance standards has been offset by rotating air filter elements on a daily basis. This has been made possible by doubling the PLL level for this item.

#### SECTION 2 PART I

##### OBSERVATIONS (LESSONS LEARNED)

A. Personnel, Administration, Morale and Discipline: None

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### B. OPERATIONS:

#### 1. ITEM: Use of Other Than Assigned Resources

DISCUSSION: Many problems arose during the Dak To battle as a result of transportation resources being "loaned" to the Group for a period of a few days to several weeks. The cause was two-fold: (1) Lack of prior planning to support an emergency transportation situation, and; (2) Lack of minimum standards of vehicle and personnel to be "loaned" and the enforcement thereof when commitment was necessary within hours after their reporting to the Group.

OBSERVATION: Contingency plans in being and minimum standards for personnel and vehicles are a must for any emergency diversion of resources to be timely and effective.

#### 2. (C) ITEM: Convoy Security.

DISCUSSION: Although the Group has been reasonably successful in retaliating against hostile forces as a result of the development and employment of certain techniques and equipment it is not believed that success can be measured by "kill ratio", alone, especially considering that the last few ambushes were poorly timed and that the enemy personnel made errors. The results of the Group's efforts might be termed lucky and could account for the success in retaliation. The real success or failure of hostile actions against transportation must be considered in the light of the impact on primary mission. Because of the enemy activity, several major changes have occurred in the Group operations. The operating hours on the LOC's were reduced by the tactical commander, approximately ten percent of the task vehicles have been diverted to convoy security, and approximately thirteen percent of the total assigned driver strength is involved in convoy security. During the reporting period sixteen (16) trucks were counted as combat losses, seven men lost their lives, and thirty-nine were wounded. Many other vehicles that were damaged were returned to service but not before the loss of their use was felt. Each action that the enemy takes against transportation, whether it be mines, sniper fire, ambushes, or blown bridges, cuts the operating time on the road from minutes to hours resulting in loaded vehicles unable to reach the consignee or empties unable to return for loads. Against a very determined enemy, as history has proven him to be, the security that transportation itself can provide is not adequate, nor can it be made adequate within the resources of the Group. The equipment was not designed to be used in a security role, the men are not experienced combat arms soldiers.

OBSERVATION: Lasting security for transportation must be in the form of special combined arms teams organized and trained to accompany and protect convoys through insecure areas. The size and composition of the security force would vary with the situation. These considerations should be at the discretion of the tactical commander concerned.

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1968, (RCS CSFOR - 65) (UIC WFM3TO)

C. TRAINING AND ORGANIZATION: None

D. INTELLIGENCE: None

E. LOGISTICS:

1. ITEM: MTOE's

DISCUSSION: Equipment necessary to perform mission requirements within this theater of operations is continually changing due to terrain, climate and tactics used by the enemy. Therefore, it is essential that equipment authorization be modified as tactical situation demand through the media of Modified Tables of Organization and Equipment.

OBSERVATION: Experience gained relative to equipment requirements for units within this command and theater of operations should be used as an aid in determining future equipment requirements of units deployed to this theater of operation. Modified Tables of Organization and Equipment have been submitted during this reporting period for all units assigned to this command. MTOE's are currently pending approval.

2. ITEM: Cantonment Mess Equipment.

DISCUSSION: The Cantonment Mess Equipment Program as scheduled for implementation during last report period has not been implemented at the close of this report period. This program was to provide installed mechanical kitchen equipment and allied food preparation and serving equipment. This equipment itself is deemed to be of the utmost importance to morale and welfare of troops within this command. Further installation and use of this mess equipment has additional tangible benefits which are brought out in the observation.

OBSERVATION: Surveys conducted within this command of existing mess facilities reveal that cantonment mess equipment which is available within theater depot system can be easily installed at nominal cost with no additional structure modifications necessary. The nominal expense for electrical wiring will be offset by the reduction in costs for TOE replacement parts and equipment which from experience has proven that replacement parts for field range cabinets and fire units are not immediately available to this command as need requires. Furthermore organizational (TOE) mess equipment constantly used for cantonment mess operations over-taxes this equipment will reduce overall replacement and operating costs within this command and facilitate providing the optimum in food preparation and service to assigned personnel. It is further considered that installation and utilization of cantonment mess equipment by increasing food quality will increase morale within the command.

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(RCS CSFOR - 65) (UIC 1FM310)

F. MAINTENANCE:1. ITEM: 5 ton engine failures

DISCUSSION: An MVO has been applied to the LDS 465-1 engine to limit the maximum RPM to 2600 under load and 2900 without load. The MVO is not being applied to any engine with over 3,000 usage miles. New engines have the MVO applied before arriving in-country.

OBSERVATION: It is still too early to determine whether limiting the RPM will prolong the life of the LDS 465-1 engines. However, the reduction of maximum RPM's has had no serious effects on the vehicle's capabilities.

2. ITEM: Semi-trailer (cargo) rebuild program

DISCUSSION: Damage and loss of sideboards and landing legs continues to occur at a high rate. An average of fifteen (15) trailers per day have been deadlined due to damaged landing legs. It is becoming more and more difficult to provide customers with S&P's when desired.

OBSERVATION: While it is felt that the adoption of the 16 inch high hinged sideboard may help relieve this situation, there still remains the requirement for semi-trailers with high sideboards for transporting loose cargo.

3. ITEM: Loss of vehicles through wear-out

DISCUSSION: Mileage and age are beginning to cause an increase in the number of vehicles that are being "washed-out" of the system. This is especially true of the medium truck companies, which are operating with approximately 65% of TOE authorized vehicles. This vehicle strength is further degraded by maintenance factors.

OBSERVATION: The types of roads travelled in Vietnam shorten the life of vehicles, mainly through the structural failures of the frame and body. Also, with operations requiring maximum use of available vehicles the multi-fuel engine reaches its life expectancy of 8,000 miles in a short period of time.

4. ITEM: Tires and tubes for the 2½ and 5 ton vehicles

DISCUSSION: The condition of the roads over which the vehicles of the 8th Transportation Group travel are such that thirty (30) to fifty (50) tires and tubes are damaged, on a daily basis.

OBSERVATION: The demand for tires and tubes exceeds the supply of same to such a degree that, on occasion, vehicles, especially 12 ton semi-trailers, have been deadlined for the lack of replacement tires and/or tubes.

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### SECTION 2 - PART II

#### RECOMMENDATIONS

A. PERSONNEL: None

B. OPERATIONS:

1. That contingency plans should be developed for emergency utilization of transportation resources.
2. That combined arms teams should be organized with the mission of convoy protection.
3. That a movements program should be approved and implemented.

C. TRAINING AND ORGANIZATION: None

D. INTELLIGENCE: None

E. LOGISTICS:

1. Modified Tables of Organization and Equipment submitted by the 8th Trans Gp be expeditiously reviewed, approved and published. This action will rectify numerous equipment variations and provide the Group with that equipment required to accomplish its mission within this theater of operation.
2. Armored Reconnaissance Assault Vehicles, cited in last report, are still deemed necessary for operation over insecure roads and as quick reaction vehicles. Recommend that these vehicles, in the quantity previously requested, be issued; thereby affording this command a means of conducting actual combat tests which may possibly result in their adoption as authorized equipment for units of this type in future deployment to like tactical zones.
3. Installation of cantonment mess equipment within this command's mess facilities thereby reducing operating and replacement costs for TOE equipment and improvement in quality of food for personnel within this command.

F. MAINTENANCE:

1. That sufficient armor plate and materials to fabricate pedestal mounts be made available in order to complete the extensive armor plate program.
2. That a trailer rebuilding program be established within Vietnam. The program should include the replacement of sideboards and headboards.



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15 February 1968

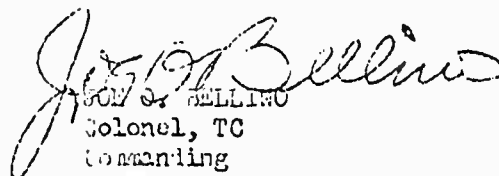
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1968, (RCS CS&CR - 65) (UIC 4713TC)

3. That sufficient landing logs for the 12 ton semi-trailer be made available at Direct Support Unit Level, to replace those lost through damage.

4. That an increase in the ASL for tires and tubes 11.00 x 20 and 9.00 x 20 be made to enable Direct Support Units to fill requisitions with the least practical delay.

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AVCA-1-60-0 (15 Feb 68) 1st Ind  
SUBJECT: Operational Report for Quarterly Period Ending 31 January 1968  
(RCS CSFOR-65)

HEADQUARTERS, US ARMY SUPPORT COMMAND, WU KONG, APO San Francisco 96238 2 MAR 1968

TO: Commanding General, 1st Logistical Command, ATTN: AVCA-60-0, APO  
96384

(C) The Operational Report for Quarterly Period Ending 31 January 1968 from the 8th Transportation Group (Motor Transport) (UIC: 15M370) has been reviewed and is considered adequate with the following comments:

a. SECTION II, PART II, Sub-Section B, Paragraph 1: A contingency plan of the type recommended has recently been developed by this headquarters for port and beach clearance. A similar plan is under consideration to meet other contingencies which require the development of provisional truck units and will establish responsibilities and minimum standards for leaving vehicles and drivers. To support such contingency plans, a program which will train drivers command wide in as many types of vehicles as possible has recently been initiated.

b. SECTION II, PART II, Sub-Section B, Paragraph 2: Numerous requests have been submitted to higher headquarters concerning tactical escorts for convoys through insecure areas.

c. SECTION II, PART II, Sub-Section B, Paragraph 3: A draft for a movements program has been developed, however, due to recent priorities in other areas and the current imbalance of requirements over capabilities, a movement program could not be followed. As soon as it is deemed feasible, the movement program will be finalized and implemented.

d. SECTION II, PART II, Sub-Section B, Paragraph 2. Recommendations for equipment over and above that which was requested in proposed MTOP's are not considered valid.

e. SECTION II, PART II, Sub-Section B, Paragraph 3: Units desirous of having contention mess equipment must submit requisitions through normal supply channels. Based on availability and priority, the item will be issued and arrangements can be made for installation.

f. SECTION II, PART II, Sub-Section F, Paragraph 1: The availability of armor plate and pedestal mount materials has been a recurring problem within the command. These requirements have been brought to the attention of 1st Logistical Command.

g. SECTION II, PART II, Sub-Section F, Paragraph 2: Maintenance activities have neither the facilities nor the capability for side board and headboard rebuild. A requirement exists for rapid response of the supply

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AVCA-XI-GO-II (15 Feb 68)

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1968  
(RCS CSFOR-65)

systems to furnish these items on a required basis, integration of this into an existing contract or out-of-country rebuild and return. Although specific data is not available on failure rates, it is estimated that the volume of work would be insufficient to support a separate in-country contract for this purpose.

h. SECTION II, PART II, Sub-Section F, Paragraph 4: The availability for tires and tubes has been a recurrent problem within the command. These requirements have been brought to the attention of the 1st Logistical Command. Consideration is presently being given to the establishment of an in-country tire rebuild plant.

FOR THE COMMANDER:

TEL CML 3611/3005



D.L. McDONALD  
1LT, AGC  
Asst Adjutant General

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AVCOC CO-0 (15 Feb 68) 2nd Ind  
SUBJECT: Operational Report for Quarterly Period Ending 31 January 1968  
(ACB CEFM-65)(UIC: FM3TC) (U)

DA, Headquarters, 1st Logistical Command, APO 96384

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-EST,  
APO 96375

1. (U) The Operational Report - Lessons Learned submitted by Headquarters, 8th Transportation Group (Motor Transport)(UIC: FM3TC) for the quarterly period ending 31 January 1968 is forwarded.

2. (U) Pertinent comments follow:

a. Reference Section 2, Part I, paragraph E1 and Section 2, Part II, paragraph L1. The MTC's are currently being reviewed by this headquarters.

b. Reference Section 2, Part II, paragraph F1 and 1st Indorsement, paragraph f: Concur with observation. Armor kits have been requested and a quantity of kits were obtained from the 30th Depot (ANVI) for installation on 1st Logistical Command vehicles.

c. Reference Section 2, Part II, paragraph F3: Non-concur with observation. TM 9-2330-207-24P indicates that the landing leg assembly is authorized as an organizational replacement item but not an authorized stockage item. Source code "1" identifies it as a high mortality item to be stocked at depot level.

d. Reference Section II, Part II, paragraph F4. The requisitioning objective (not ASL, as stated in reference paragraph) has been reviewed and increased to alleviate the chronic shortage of tubes and tires.

e. Reference 1st Indorsement, paragraph B. Tactical security has been requested for convoys passing through insecure areas.

f. Reference 1st Indorsement, paragraph g: Concur. This command has been authorized to evacuate sideboards for M127 semi-trailers to Okinawa for repair and return.

3. (U) Concur with basic report as modified by indorsements. The report is considered adequate.

FOR THE COMMANDER

TEL: LBN 2684

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8th Trans Gp

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AVHCC-DST (15 Feb 68) 3d Ind (U)  
SUBJECT: Operational Report for Quarterly Period Ending 31 January  
1968, (RCS CSFOR - 65) (UIC WFN3TO)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 15 MAR 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558


1. This headquarters has received the Operational Report - Lessons Learned for the quarterly period ending 31 January 1968 from Headquarters, 8th Transportation Group (Motor Transport) (WFN3AA) as indorsed.

2. Concur with report as indorsed. Report is considered adequate.

3. Correct UIC is WFN3AA.

4. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:

  
C. S. NAKATSUKASA  
Captain, AGC  
Assistant Adjutant General

Copy furnished:  
HQ, 1st Log Comd  
HC, 8th Trans Gp (MT)

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GPOP-DT (15 Feb 68) 4th Ind (U)  
SUBJECT: Operational Report of HQ, 8th Trans Gp (Motor Transport) for  
Period Ending 31 January 1968 (RCS CSFOR-65) (R1)

HQ, US Army, Pacific, APO San Francisco 96558 29 MAR 1968

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-  
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

K. F. OSBOURN  
MAJ, AGC  
Asst AG

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